

The background of the entire page is a colorful, artistic map of the Hadley Park area. It shows various land uses: green for parks and trees, blue for water bodies, grey for roads and parking lots, and brown for buildings. A prominent road runs diagonally from the top left to the bottom right. A large green area with a circular feature is in the center. A blue area, possibly a lake or pond, is on the right side. The map is drawn in a sketchy, hand-drawn style with visible lines and colors.

APPENDIX E-10

DETAILED NEIGHBORHOOD DESIGN PLAN FOR HADLEY PARK

**AN ELEMENT OF
*THE PLAN FOR SUBAREA 8:
THE NORTH NASHVILLE COMMUNITY - 2002 UPDATE*
ADOPTED JANUARY 24, 2002**

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Detailed Neighborhood Design Plan for Hadley Park

1. Introduction

1.1 Intent of Plan

The Detailed Neighborhood Design Plan describes the vision for future development within the neighborhood and establishes the land use policy that supports the vision. The goals of the Detailed Neighborhood Design Plan are as follows:

- Encourage and maintain a pedestrian friendly environment while minimizing the impact of the automobile.
- Encourage an appropriate mix of uses that are compatible with and provide locations for neighborhood commercial services.
- Encourage an appropriate mix of housing types that are compatible with and provide the opportunity for a mixed-income community.
- Encourage and provide locations for a range of public spaces for passive and active recreational use by the residents of the neighborhood.
- Encourage an interconnected transportation network for pedestrians, vehicles, and transit.
- Encourage new development to be sensitive and compatible to the scale, mass, materials, and architecture of the historical context of the neighborhood.

1.2 How to Use this Plan

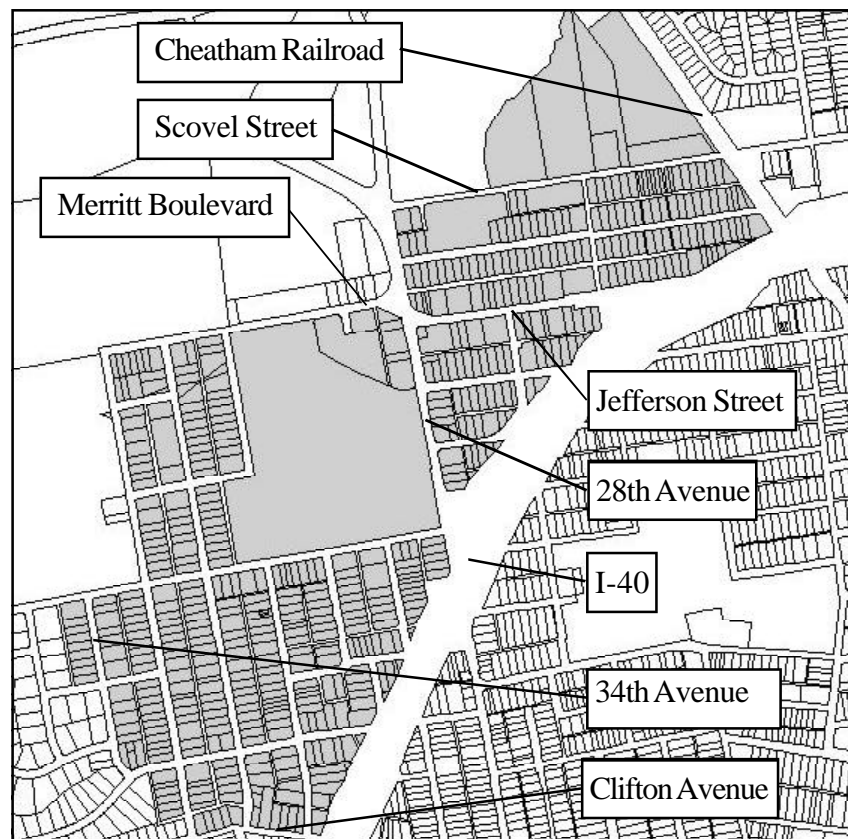
The Detailed Neighborhood Design Plan is a supplement to the Subarea 8 Plan. This plan will guide future development by distributing the appropriate land uses within the structure of the neighborhood. This plan includes the Structure Plan describing the various elements that make up a neighborhood, a Transportation Network Plan outlining existing and proposed transportation improvements, the Land Use Plan describing the character of each structural element, and details focusing on development scenarios that the policy would support. Developers interested in working in this neighborhood are encouraged to follow this plan in determining the appropriate location of all future development.

Detailed Neighborhood Design Plan for Hadley Park

(Fig. E-10.A) Aerial view of Hadley Park neighborhood circa 1996



(Fig. E-10.B) The Hadley Park neighborhood is represented by the shaded area in the adjacent map.



Detailed Neighborhood Design Plan for Hadley Park

2. Location and History

2.1 Location

The Hadley Park neighborhood is located near the Western boundary of the Subarea 8 Plan area around Hadley Park. It is generally bounded by Clifton Avenue on the South, 33rd and 34th Avenues N. on the West, John Merritt Boulevard and Heiman Street on the North, and the Cheatham County railroad and Interstate 40 on the East. At its Western boundary is the campus of Tennessee State University. The exit at 28th Avenue off of Interstate 40 is one of TSU's main points of access. Recent gateway and building improvements on the campus emphasize John Merritt Boulevard from 28th Avenue as one of TSU's formal entrances. The area is primarily residential with the exception of the large park and a two block stretch of Jefferson Street that is more commercial in character.

2.2 History

The Hadley Park neighborhood has a storied history in its connection to Tennessee State University. Situated at the terminus of Jefferson Street, the University anchors north Nashville's main corridor. Historically, Jefferson Street has evolved from a residential corridor to a more commercial corridor, which connects north Nashville neighborhoods and institutions of higher learning. Within the neighborhood, Hadley Park is considered the first park in the country built within an African-American community. The large park consists of ballfields, a pool, an outdoor performance area, picnic shelters, and a community center. It is adjacent to the Hadley Park branch library and is ringed with older houses.

Throughout Hadley Park, a variety of architecture and historic homes line its streets. Portions of its residential area have been designated as historic districts that are worthy of conservation and preservation. Unfortunately, however, many of its streets are lined with vacant lots and dilapidated buildings. Neglect has spread through other parts of the neighborhood, including Jefferson Street and 28th Avenue where there have been numerous concerns regarding crime. Fortunately, the number of people leaving the North Nashville community seems to have leveled off in recent years. This has offered the opportunity to revitalize and encourage people to return to the neighborhood. Through strong neighborhood organizations and partnerships with institutions in the area, Hadley Park can become the great place envisioned by so many.

Detailed Neighborhood Design Plan for Hadley Park

3. Structure Plan

The Structure Plan identifies and establishes the different components of a complete neighborhood. Refer to the Land Use Plan Element (Fig. E-10.E) for a map depicting the Structure Plan Elements. Refer to Chapter 3 in the overall plan for definitions of Structure Plan Elements. Unless stated otherwise in this Detailed Neighborhood Design Plan, all multifamily, mixed-use, and non-residential building types in “Neighborhood Center” areas shall be a maximum of two stories and such buildings in “Corridor Center” areas shall be a maximum of four stories.

3.1 Corridor Center

Jefferson Street is an important arterial that connects the Western edge of North Nashville, namely TSU, with the Eastern edge at the Bicentennial Mall. It serves as a primary commercial arterial in the North Nashville area and crosses many important North/South streets such as 8th Avenue, D.B. Todd Jr. Boulevard, and 28th Avenue N. Typically, a Corridor Center designation would occur at the edge of two or more neighborhoods forming a larger town center component. In Hadley Park, however, Jefferson Street is not the edge, but the center of the neighborhood. In fact, the Corridor Center component of Hadley Park acts as a Neighborhood Center, as well. Jefferson Street’s traffic volume, location, and connection to other portions of the community cause it to be much more intense in use than a typical Neighborhood Center, thus the designation as a Corridor Center. Jefferson Street in Hadley Park has the unique opportunity to become a village center that is, a center for both the neighborhood and the greater community. Additionally, its location near TSU also contributes to its intensity and character, providing an appropriate location for a wide mix of uses to create a vibrant “village center.”

3.2 Neighborhood Center

A minor Neighborhood Center could develop on the corner of 28th Avenue N. and Albion Street just North of the Interstate 40 overpass. The center does not exist currently but can be simply retrofitted in a variety of forms to accommodate its new designation, taking advantage of existing unwanted conditions. This corner offers the opportunity to create a small mixed use center that greets visitors from the South beyond the overpass. This opportunity offers a mix of uses and residential density in an area that is undesirable for single family detached houses, due to access and proximity to Interstate 40.

3.3 Neighborhood General

The remainder of Hadley Park is primarily lower intensity residential in its character and is envisioned to remain as such. This Neighborhood General area encourages an appropriate balance of housing types, but all types should be compatible with the historic architecture of the existing buildings.

3.4 Open Space

Hadley Park is a large Open Space with many amenities that should always remain. It is envisioned that a smaller Open Space be located near the infill of new housing on Heiman Street. Additionally, the Cheatham County railroad is envisioned as a greenway that is part of the Nashville Greenway system.

Detailed Neighborhood Design Plan for Hadley Park

4. Transportation Network Plan

The Transportation Network Plan (Fig. E-10.C) establishes and identifies all forms of transportation, existing or proposed, that should exist within a neighborhood. The Transportation Network Plan identifies locations for streetscape improvements, as well.

4.1 Limited Access

Interstate 40 forms a portion of the eastern boundary of the Hadley Park neighborhood. There is access to the interstate at this location that can be beneficial to TSU. The impact of noise from the interstate should be analyzed and minimized as necessary with sound barriers.

4.2 Arterials

Arterials link the neighborhood to adjacent areas, thus producing higher traffic volumes that must be balanced with alternative forms of transportation. Jefferson Street and 28th Avenue N. are the only Arterials in Hadley Park. Given their locations near the center of the neighborhood, any proposed modifications to these major traffic routes should be compatible with the existing development pattern and should provide safe and adequate pedestrian accessibility. It is envisioned that these streets not be widened and that their designs become more pedestrian-friendly as development or redevelopment occurs.

4.3 Connectors (Collectors) and Civic/Open Space Connectors

There are various Civic/Open Space Connectors within the Hadley Park neighborhood. These streets connect important points within the neighborhood but should be designed in a traffic-calmed and pedestrian friendly manner. Civic/Open Space Connectors include 26th Avenue N. between Jefferson and Heiman Streets, John Merritt Boulevard between 28th Avenue N. and TSU, and Albion Street from 34th Avenue N. to 28th Avenue N., each of which, lead to a Neighborhood Center or the Corridor Center. Heiman Street and Clifton Avenue are the only Connector streets that connect Hadley Park to other neighborhoods; therefore, they will carry more vehicular and pedestrian traffic.

4.4 Locals

Most of the streets within Hadley Park are currently and should remain local streets, primarily serving neighborhood residents with limited through-traffic.

4.5 Service Lanes and Alleys

Service Lanes or alleys exist at the middle of many blocks within the neighborhood. Improvements should include the paving of unimproved alleys. Consideration should also be given to the installation of lighting where it does not currently exist. Service Lanes should continue to function in the middle of blocks, providing primary vehicular access to garages and trash collection.

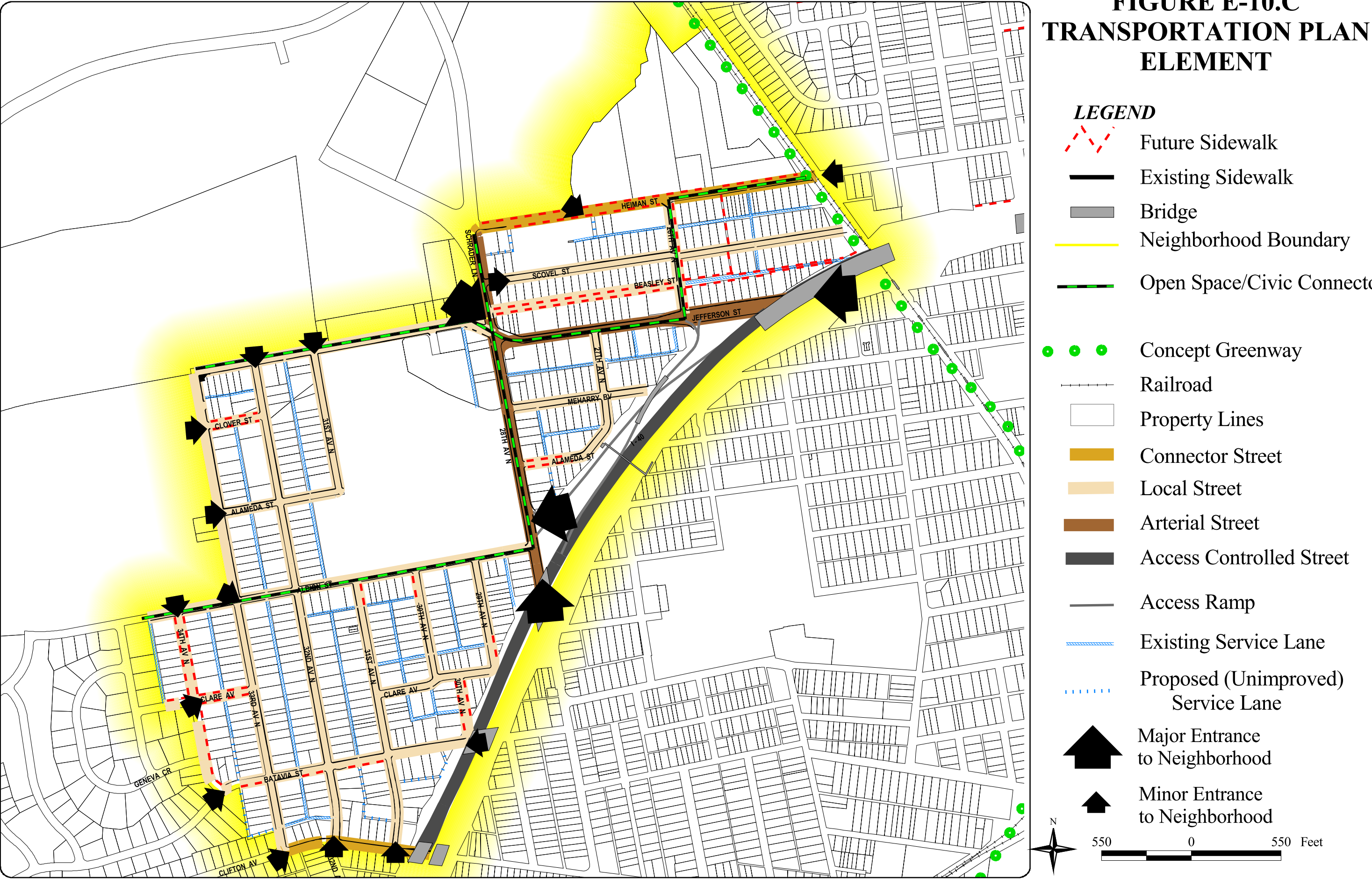
4.6 Sidewalks

Much of Hadley Park lacks sidewalks. The installation of sidewalks and other streetscape improvements, such as street trees, transit shelters, pedestrian-scale street lighting, and street furniture, is or should be envisioned as a top priority for this area and a critical component of its streets' character as a pedestrian-friendly environment.

HADLEY PARK

DETAILED NEIGHBORHOOD DESIGN PLAN

FIGURE E-10.C
TRANSPORTATION PLAN
ELEMENT



Detailed Neighborhood Design Plan for Hadley Park

4. Transportation Network Plan (Continued)

4.7 Transit

Transit shelters should be encouraged in the Hadley Park Village Center at various locations, as well as the Neighborhood Center at the corner of 28th Avenue N. and Albion Street near the park.

4.8 Traffic Calming

Traffic calming measures, including but not limited to four-way stops and signage indicating the approach of four-way stop intersections (Action 3 at the end of this document), should be studied and encouraged in the area of Batavia Avenue, 32nd Avenue N., and 33rd. Avenue N. These streets seem to be used as cut-through streets in accessing the TSU campus. Also, the intersection of 26th Avenue N. and Jefferson Street is envisioned as a signalled intersection in the future.

Detailed Neighborhood Design Plan for Hadley Park

5. Concept Plan

The Concept Plan (Fig. E-10.D) was developed with members of the community during a series of public workshops. Once the Structure Plan was presented and verified by the community, residents identified areas of focus within the plan. Highlights include:

5.1 Village Center

The community envisions that the two-block portion of Jefferson Street between 28th Avenue and 26th Avenue become a village center that serves the neighborhood as well as TSU students. Residents envision a “Main Street” concept with a mix of uses and buildings that are a maximum of three stories.

5.2 Infill of Vacant Lots and Underutilized Property

Throughout the neighborhood, vacant lots and dilapidated houses detract from the neighborhood and present opportunities for new development. The community envisions the infill of market rate owner occupied housing that is architecturally compatible with existing historic building types. Additionally, vacant and underutilized property North of Heiman Street offers mixed housing opportunities that are intended to increase the population of the neighborhood.

5.3 Neighborhood Center

The corner of 28th Avenue and Albion Street is the first impression for many visitors entering the neighborhood from the South. This important location presents the opportunity to reuse underutilized land to create a small mixed-use neighborhood center.

5.4 Eyes on the Park

The infill of housing around Hadley Park puts more “eyes on the park” and aids in the effort to make Hadley Park a safer place for children.

5.5 Streetscape Improvements

Various streetscape improvements are necessary throughout the neighborhood including sidewalks, street lights, and landscaping.

5.6 Gateway Treatment

Hadley Park is bounded by Interstate 40 with overpasses at Jefferson Street and 28th Avenue. With streetscape improvements, the overpasses offer the opportunity to create gateways to the neighborhood.

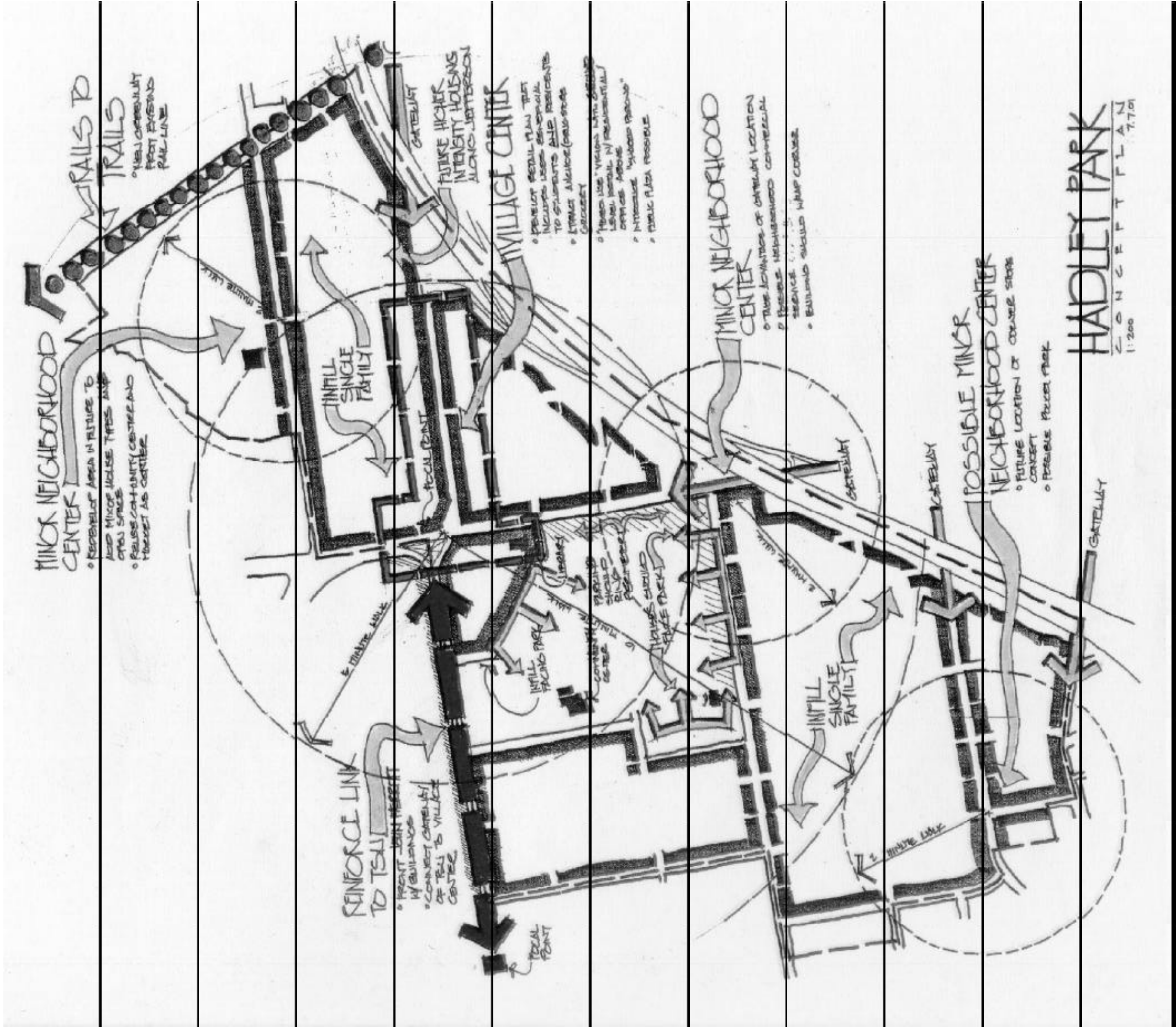
5.7 Connection with TSU

The community envisions a strong physical connection to TSU through John Merritt Boulevard and its future village center. Because John Merritt Boulevard is one of the main entrances to the TSU campus, the community envisions streetscape improvements and infill buildings lining the street, creating a more pedestrian-friendly environment for residents as well as students. The current perceived inactivity of John Merritt creates an uninviting walk into Hadley Park.

HADLEY PARK
DETAILED NEIGHBORHOOD
DESIGN PLAN
CONCEPT PLAN
Fig. E-10.D

The Concept Plan (left), as developed through community workshops, was presented and discussed in follow-up meetings with the neighborhood. Refer to the sections 5.1 through 5.7 for a description of various Concept Plan elements. It is important to note that two parts of this Concept Plan were eliminated from the final plan. They are:

- The designation of the small activity node at the termination of 26th Avenue N. into Heiman Street. An existing community center and small retail establishment are owned by a neighborhood church. The future development of this area may warrant an amendment to this plan to formally recognize this area as a Neighborhood Center. For now, the area will remain as it is used currently.
- The designation of a possible minor neighborhood center at Batavia and 33rd Avenue was eliminated from the final plan. There was no general consensus that the center was warranted at this time. It was recognized that the focus of efforts in this area should be on calming traffic.



Detailed Neighborhood Design Plan for Hadley Park

6. Land Use Plan

The Structure Plan identifies the basic elements or areas that make up a complete neighborhood. The Land Use Plan (Fig. E-10.E) establishes the various uses within each Structure Plan element. Each of the land use categories can be matched with the appropriate building typologies in Chapter 3, Table 12. In mixed-use buildings, retail uses should be located at street level only; other uses may also locate at street level, but floors above street level should be limited to non-retail uses. The street level floor of all mixed use and non-residential building types should be designed for retail uses, even if retail is not the intended initial use. Also, such buildings initially constructed at one-story should be designed so that additional floors can be added without major structural changes to the original building.

6.1 Single Family Attached and Detached

This category includes a mixture of single family housing that varies based on the size of the lot and building placement on the lot. Detached houses are single units on a single lot (e.g. typical single family house). Attached houses are single units that are attached to other single family houses (e.g. townhouses).

6.2 Single Family Detached

This category includes single family housing that varies based on the size of the lot. Detached houses are single units on a single lot (e.g. typical single family house).

6.3 Mixed Housing

This category includes single family and multi family housing that varies based on lot size and building placement on the lot. Housing units may be attached or detached, but are not encouraged to be placed at random. Generally, the character (mass, placement, height) should be compatible to the existing character of the majority of the street.

6.4 Mixed Use

This category includes buildings that are mixed horizontally and vertically. The latter is preferable in creating a mixed-use streetscape. This category allows residential as well as commercial uses. Vertically mixed-use buildings are encouraged to have shopping activities at street level and offices and/or residential above.

6.5 Open Space

This category, similar to the Structure Plan component, is reserved for open space intended for active and passive recreation, as well as buildings that support such open space.

6.6 Notes

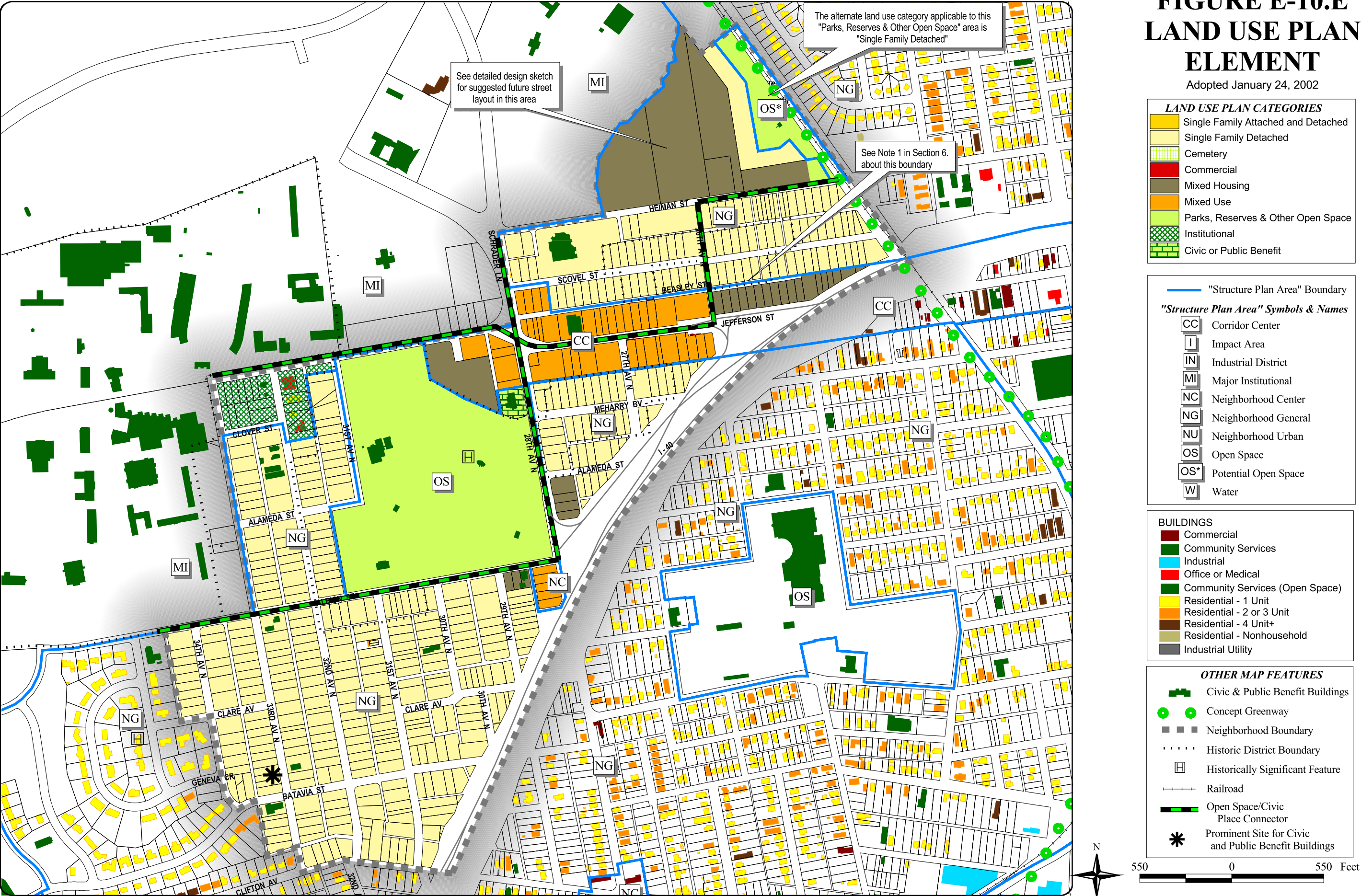
1. The neighborhood indicated that Beasley Street, North of Jefferson Street, should be the explicit boundary between the mixed-use Corridor Center area and the residential Neighborhood General area. The neighborhood envisions the residential property North of Beasley Street to remain as such indefinitely. Furthermore, this plan does not support the application of the "Transition or Buffer" land use category, thereby preventing non-residential uses from hopping over Beasley Street.

HADLEY PARK

DETAILED NEIGHBORHOOD DESIGN PLAN

FIGURE E-10.E
LAND USE PLAN
ELEMENT

Adopted January 24, 2002



Detailed Neighborhood Design Plan for Hadley Park

7. Details

This component of the Detailed Neighborhood Design Plan focuses on describing in further detail the vision for highlights within the overall plan. The Hadley Park Detailed Neighborhood Design Plan focuses on development scenarios for the proposed village center, the proposed neighborhood center, and the future infill of property North of Heiman Street. All of these scenarios illustrate fundamental concepts that may be applied to the entire neighborhood, such as building type mix and arrangement, differing types of open space, streetscape improvements, and civic building placement. It is critical to note that development scenarios are examples of what the land use policy would support in the specific area. The development scenarios are not actual development plans.

7.1 Proposed Village Center

During the public workshops, the community decided that if a village center should exist for Hadley Park, it should be located along two blocks of Jefferson Street between 28th Avenue N. and 26th Avenue N. Currently, the area is mixed in use; however, few of the existing uses serve the greater community. It was suggested that desirable existing tenants and owners join together to promote a “Main Street” concept, with three stories maximum, that encourages a mix of uses in a pedestrian-friendly environment that serves the entire neighborhood and beyond, as well as TSU students.

The community recognized the need for a grocery store and drug store in addition to small businesses. Access and a perceived lack of competition are strong arguments for a grocery or drug store. However, the general low population and median income levels in the area are hurdles in the attempt to attract chain stores. Govern-



(Fig. E-10-F) Jefferson Street as a Village Center. A grocery store anchors the East end of the center on the North side of Jefferson. A drug store anchors the West end on the North side of Jefferson. Mixed-use infill occurs between anchors.

Detailed Neighborhood Design Plan for Hadley Park

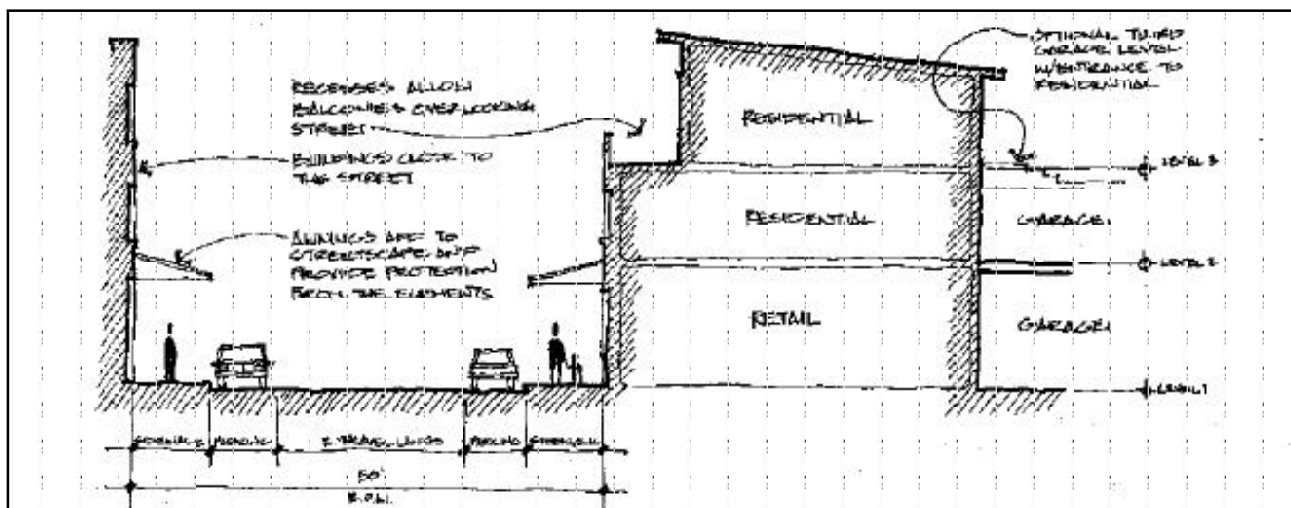
ment incentives may be available, but these subsidies alone will not support the grocery or drug store. The effort to create a village center with these types of uses must begin with the clean up and infill opportunities in the greater neighborhood. These efforts will increase the desirability of the neighborhood to potential residents, thereby increasing population and density that will attract appropriate commercial uses. The rebuilding of the neighborhood is the critical first step in achieving the vision of a village center.

When the village center is developed, the community must be proactive in its influence on the physical characteristics of Jefferson Street. A large grocery or drug store will require the acquisition of several parcels of land to accommodate large building footprints and parking. In an effort to minimize the impact of “big box” retail uses, shared parking concepts should be combined with pedestrian friendly design. If used, central parking garages should have liner buildings facing the street with retail uses on the ground floor and residential or office uses above. Parking areas associated with existing or proposed institutional uses with specific hours of operation may be used by Jefferson Street patrons during off-peak hours. All surface parking lots and on-street parking should be considered in satisfying the parking needs of the area. Patrons should be encouraged to park once and visit all of the village center.



(Fig. E-10.G, left) The intersection of Jefferson Street and 28th Avenue becomes a focal point for the center.

The village center is envisioned as a mixed-use center. Ideally, shopping should be located at street level with residential or offices above. The village center is the appropriate location for higher intensity housing with its



(Fig. E-10.H) A possible street section for Jefferson Street. Buildings should be built close to the sidewalk with parking behind. A mix of uses is encouraged with retail preferably at street level. On-street parking creates a buffer between the pedestrian and traffic. Awnings above street level provide protection from the elements and enhance the visual streetscape.

Detailed Neighborhood Design Plan for Hadley Park



(Fig. E-10.I) Existing intersection and development at Jefferson Street and 26th Avenue.



(Fig. E-10.J) The intersection of Jefferson Street and 26th Avenue with a proposed corner grocery store.

proximity to center activity. Residential above shops is encouraged to have balconies or other outdoor spaces to offset the lack of private courts or yards for each unit.

Streetscape improvements to Jefferson Street should enhance more recent improvements and add to the pedestrian environment. The accommodation of on-street parking offers parking close to uses, as well as creating a buffer between pedestrians and vehicles. The addition of awnings to ground level buildings adds to the streetscape character and provides protection from the weather.

The intersection of 28th Avenue N. and Jefferson Street provides the unique opportunity to create a focal point for the village center. This intersection brings together two major streets and the entrance to TSU. An existing concrete island could be redeveloped into a small square that incorporates civic art as a landmark for the community. It is encouraged that buildings, including mixed-use, commercial, and institutional TSU buildings face the square to achieve a sense of enclosure and signify the heart of the community.

7.2 Proposed Neighborhood Center

The intersection of Albion Street and 28th Avenue N. is an undesirable location for single family detached residential because of its proximity to Interstate 40.



(Fig. E-10.K) The intersection of Albion Street and 28th Avenue is the site of a small center and gateway from the South.

Detailed Neighborhood Design Plan for Hadley Park

The community envisions this intersection as a small mixed-use neighborhood center that anchors the Southern gateway to the neighborhood and the Southeast corner of the park. Retail uses are encouraged at street level with office or residential uses above. Parking should be located to the rear of the building and accessed from Albion Street and the alley. Streetscape improvements are necessary along 28th Avenue N. and Albion Street to enhance the pedestrian environment.

West of the mixed-use center is the opportunity to infill vacant property with single-family attached housing. These houses are more compatible with the mixed-use building at the corner and create a transition to the single family detached houses throughout the rest of the neighborhood.

This center also provides the opportunity to create another pedestrian entrance to



(Fig. E-10.K) The intersection of Albion and 28th Avenue is the proposed location of a neighborhood center with a mix of uses and building types.



(Fig. E-10.L) The existing intersection of Albion Street and 29th Avenue.



(Fig. E-10.M) The intersection of Albion Street and 29th Avenue with proposed single family attached housing.

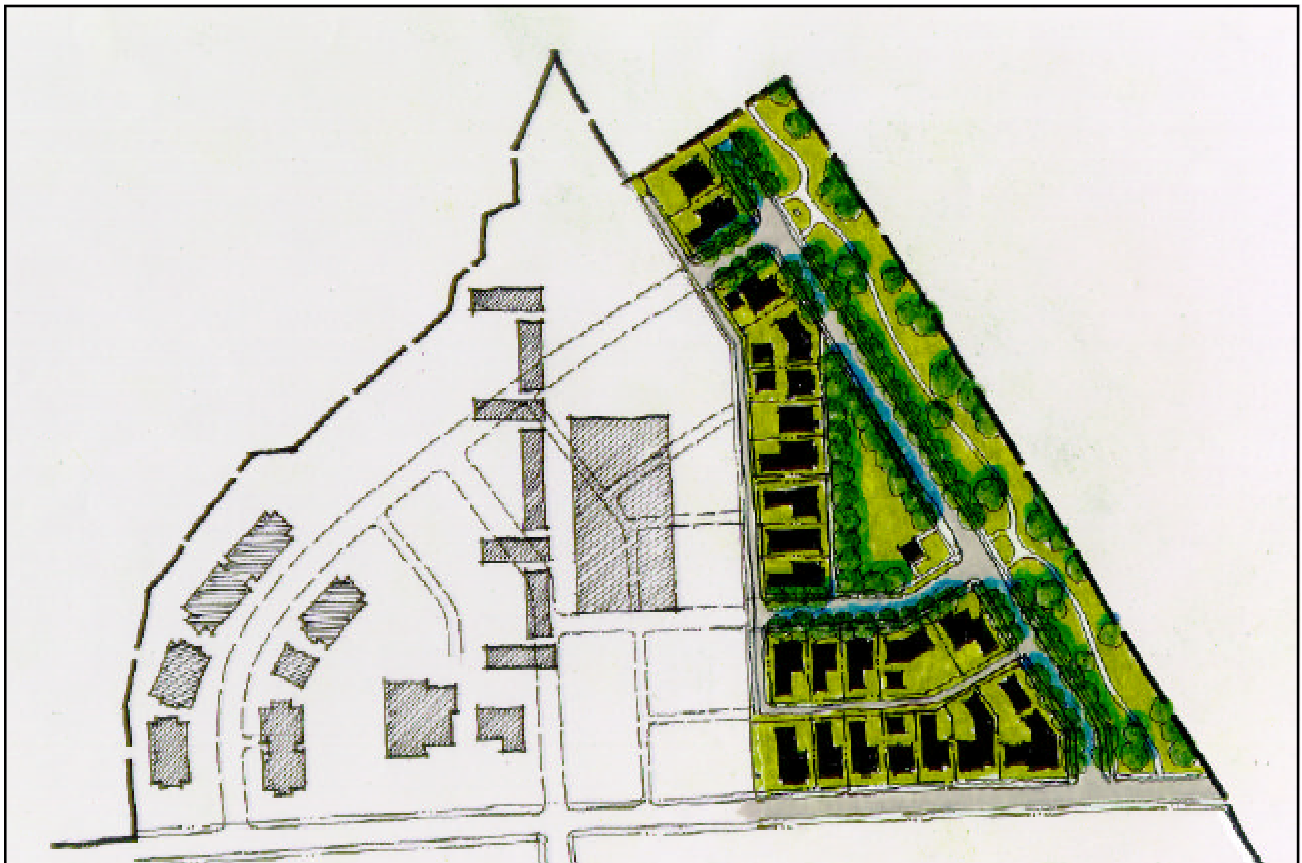
Detailed Neighborhood Design Plan for Hadley Park



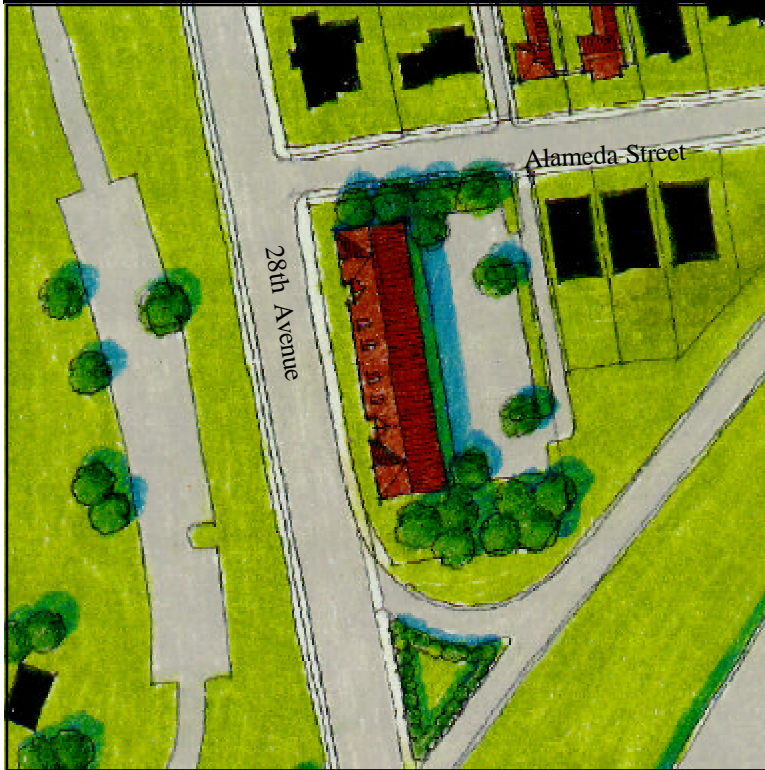
(Fig. E-10.N) The existing intersection of Albion Street and 28th Avenue.



(Fig. E-10.O) The intersection of Albion Street and 28th Avenue with suggested mixed-use infill and screening from I-40.



(Fig. E-10.P) Above is a possible scenario for future development of vacant and underutilized property North of Heiman Street. The colored area represents a development that could occur now with single-family housing and open space near the Cheatham County railroad/greenway. The dashed lines represent a future street pattern with further development potential.

Detailed Neighborhood Design Plan for Hadley Park

(Fig. E-10.Q) Property near the Interstate 40 off ramp offers the opportunity to develop higher intensity housing that is contextual to the neighborhood.

the park at the Southeast corner across from the mixed-use building. This entrance will greet Hadley Park visitors upon arrival.

7.3 Future Infill of Vacant Property North of Heiman Street

Infill of vacant lots with market rate single family housing should be a priority throughout the Hadley Park neighborhood. The infill of underutilized land should follow the infill of vacant lots. Property North of Heiman Street includes existing multi-family, industrial, and vacant land. The community envisions that the Cheatham County railroad be converted to a greenway; however, it is encouraged that a portion of the vacant land near the proposed greenway be developed with single family housing (Fig. E-10.P). Over time, the entire area North of Heiman Street may be redeveloped with an interconnected street network and a mix of housing types and sizes. This effort will increase population and density and hopefully contribute to a true mixed income neighborhood.

7.4 Proposed Infill at 28th Avenue N. and Alameda Street

Due to its lack of access and proximity to the Interstate 40 off ramp, property along 28th Avenue N. from the ramp to Alameda Street should be developed for higher intensity housing (Fig. E-10.Q). The residential use should take advantage of the alley for automobile access and the building should fit with the character of the existing architecture of the neighborhood. The community desires more market rate housing throughout the neighborhood.

Detailed Neighborhood Design Plan for Hadley Park

8. Actions

Below are several sets of site-specific recommended actions that are necessary to fully implement the Hadley Park Detailed Neighborhood Design Plan. They are based on actions outlined in Section 3 of the Subarea 8 Plan. Refer to Section 3 of the Subarea 8 Plan for general actions that apply to the entire North Nashville community.

Action 1

Inventory vacant, abandoned and substandard buildings and determine an appropriate course of action for each building, with particular emphasis on those that are not secure, are dilapidated, and/or are structurally sound but is in need of substantial repair. Judiciously enforce building codes, drawing on public and private resources to provide assistance to those without adequate means to manage the social and economical impacts of such enforcement. Remedial action was suggested for several buildings, in particular, during the preparation of this plan, as follows (Action SA3):

- The buildings at 940 and 1000 33rd Avenue North

Action 2

Enhance and improve lighting, especially in alleys. Work with Nashville Electric Service (NES) on providing alley lighting as a public service rather than an item for which the homeowner is charged extra. Several specific locations proposed for lighting or improved lighting during the preparation of this plan that should be evaluated and improved as needed included the following (Action SS6):

- Around the Jefferson Street underpass under I-40
- Along Beasley alley

Action 3

Investigate possible traffic hazards noted during preparation of this plan and participate in the Nashville Neighborhood Traffic Management (“traffic calming”) program to alleviate traffic safety problems such as speeding on neighborhood streets and running stop signs. A number of specific improvements were suggested to respond to various traffic safety concerns throughout the community. These proposals should be evaluated and those deemed to be warranted should be provided. The proposals are as follows (Action SS8):

- Install 4-way stops on Batavia Street at 31st and 32nd Avenue North.
- Install a traffic signal at Jefferson Street and 26th Avenue North.
- Investigate warrants for railroad signals and gates on Heiman Street.

Action 4

Evaluate the following specific proposals for improving community and neighborhood safety made during the preparation of this plan and determine the appropriate course of action to respond to each suggestion (Action SS10).

- Address the prostitution problem that has migrated to the vicinity of 28th Avenue North and Jefferson Street.
- Address the drug problem at 32nd Avenue North and Clare Avenue.
- Provide a park ranger patrol in Hadley Park on Saturdays and Sundays.

Detailed Neighborhood Design Plan for Hadley Park

Action 5

Institute a comprehensive process for identifying and quickly initiating remedial action toward chronically unmaintained public and private property. For starters, the following specific locations noted during the preparation of this plan as needing improved maintenance and upkeep and should be investigated and appropriate steps taken, as warranted, to ensure adequate ongoing maintenance (Action HA6).

- The Cheatham County railroad right-of-way
- Hadley Park
- The vicinity of the Jefferson Street/I-40 underpass
- Overgrown trees in power lines along Scovel Street west of the Cheatham Co. railroad.

Action 6

Document the extent of the noise problem along the section of Interstate 40 adjacent to areas designated “Neighborhood General” on the “structure plan” presented in Section 3.3.01 and initiate an effort to provide sound barriers as needed pursuant to the study (Action HA10)

Action 7

Conduct feasibility studies and, if feasible, prepare concept design plans for the following planned and proposed greenways (Action OS1 and Action TR3).

- The concept greenway along the Cheatham County railroad.

Action 8

Evaluate the following specific proposals made during the preparation of this plan and determine the appropriate course of follow-up action to take (Action OS3).

- Provide bikeways on Ed Temple Boulevard

Action 9

Analyze existing parks within the neighborhood to determine deficiencies in equipment, facilities, safety considerations, and general layout, and initiate efforts to correct these deficiencies. Prepare master site plans for all of the existing parks [note: this effort should follow and be guided by the new plan now being prepared for the county-wide parks and recreation system] (Action OS4).

Action 10

Explore the feasibility and desirability of incorporating the Cheatham County railroad into the mass transit system for North Nashville as a trolley or other fixed-guideway route (Action TR4).

Action 11

In the event that the Cheatham County railroad ceases operation; evaluate the use of all or part of the corridor for fixed-route trolley service as part of the transit system and/or road extensions to improve connectivity and circulation within and among the adjoining neighborhoods (Action TR5)

Action 12

Evaluate the need to update and modernize the senior citizens facility at Hadley Park Towers (Action GR1)

Action 13

Establish and apply general streetscape design guidelines that address the street, the parking area, the “park-

Detailed Neighborhood Design Plan for Hadley Park

way” between the curb and sidewalk, the sidewalk and the setback area and front of buildings. These design guidelines should strive for enhanced design of the more important streets within the community and its neighborhoods that results in streets that are distinctly more attractive and appealing than the typical local streets. Specific landscaping-related proposals made during the preparation of this plan that should be evaluated and acted on are as follows (Action DS2):

- Beautify along 28th Ave. N.
- Plant trees along the interstate.
- Beautify railroad overpass over Jefferson St. near 24th Ave. N.

Action 14

Consider constructing walking trails in Hadley Park (Action PS3)

Action 15

Construct needed improvements to the street system including those recommended in the *Jefferson Street Corridor Study (1996)* CIB 00PW013 and, upon its completion, the consensus improvement recommendations in the forthcoming study being conducted by the Tennessee Department of Transportation (*North Nashville General Access Study*) that is focusing on improving accessibility between Jefferson Street and the university/medical/West End areas to the south (Action TR6).

Action 16

Pave or upgrade substandard streets and alleys. Specific proposals made during the preparation of this plan included the following (Action TR9).

- Repave Jefferson St.
- Upgrade Beasley St.

Action 17

Create and maintain an inventory of vacant sites planned for mixed use and commercial development. This inventory should be organized so that sites can be queried by planning neighborhoods and by planned building typologies. Particular locations proposed during the preparation of this plan for new shopping and mixed use development include the following (Action CE5):

- the best location for a major grocery and pharmacy on Jefferson St. between 18th & 28th Avenues North.

Action 18

Undertake the Phillips-Jackson Street Redevelopment improvements CIB 94HA06 and CIB 97HA013 (Buena Vista, Germantown, and Salemtown) and the Jefferson Street Neighborhood Commercial Revitalization project CIB 91HA004A (Action CE7).

Action 19

Construct the 28th Ave. collection system rehabilitation project CIB 96SC0009 (Action PS7)

Action 20

Undertake the following projects (Action PS15):

- Install air conditioning in tennis bubble at Hadley Park CIB 01PR009 (Hadley Park)

METROPOLITAN PLANNING COMMISSION COMMISSIONERS

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Mr. Stewart Clifton
Mayor Bill Purcell, Ex-Officio
Councilmember John Summers, Chairman, Metropolitan Council Planning Committee, Ex-Officio

PLANNING DEPARTMENT

EXECUTIVE OFFICE/ADMINISTRATION

Rick Bernhardt, Executive Director
Jerry Fawcett, Planning Manager 2, Design Studio

OPERATIONS

Jeff Lawrence, Assistant Executive Director/Operations
Kim McDonough, Planner 3 Section Leader/Mapping Services
Fred Stroupe, Planning Tech 3, Section Leader/Property Mapping

PLANNING

Ann Hammond, Assistant Executive Director/Planning
Jennifer Regen, Planner 3, Section Leader/Land Development and Design
Cynthia Wood, Planner 3, Section Leader/Community Plans

TRANSPORTATION

Jeanne Stevens, Planner 3, Section Leader/Transportation

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*Metropolitan Planning Commission
Lindsley Hall
730 Second Avenue South
Nashville, Tennessee 37201
Telephone: 615-862-7150
FAX: 615-862-7209
Internet Web Site Home Page: www.nashville.gov/mpc*

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